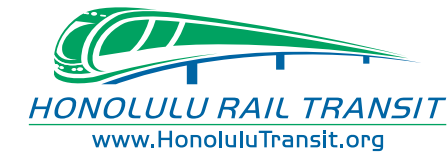


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HONOLULU ON THE MOVE

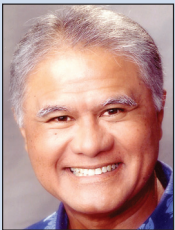
OCTOBER 2011

THE HONOLULU RAIL TRANSIT PROJECT NEWSLETTER

Bunda Selected as HART Member

Robert “Bobby” Bunda does not consider himself a newcomer in the latest attempt to bring rail transit to O`ahu.

In being selected as the tenth and final member of the Honolulu Authority for Rapid Transportation (HART) Board of Directors to oversee the Honolulu rail project, the former state legislator said it is almost like coming full circle on the topic.



Robert Bunda

Bunda said his support for rail transit started during his tenure as a house member and senator in the Hawai`i Legislature. He served from 1983 to 2010.

“During my time as State Senate President, we pushed for public support of a light-rail, mass transit system,” said Bunda. “In my opening day remarks to the Senate in 2003, I emphasized the importance of the project, both as a way to stimulate the economy as well as a means to deal with our island-wide traffic problem.”

Two years later, the Hawai`i State Legislature voted to authorize the counties to adopt a half-percent surcharge on the state general excise tax for public transportation projects. Now Bunda will be part of a City transit authority that will oversee the construction, operation and maintenance of the \$5.3 billion project to run from East Kapolei to Ala Moana Center.

“I never wavered in my support of the rail project and still firmly believe that rail

— SEE “BUNDA” ON PAGE 2

Rail Town Hall Meetings Provide Project Update Islandwide



More than 150 people attended a recent town hall meeting at the Neal S. Blaisdell Center to hear an update on the rail transit project.

Hundreds of residents, businesses and community leaders turned out for a status update on the rail transit project and to have their questions or concerns addressed by the project’s senior managers.

The Honolulu Authority for Rapid Transportation’s (HART) Public Involvement team held a series of five town hall meetings in Kapolei, Pearl City, East Honolulu, Windward O`ahu and in urban Honolulu from late September through early October.

All of the meetings, including two meetings held in areas not along the rail route, were well attended, with a total of about 500 attendees.

“It’s important to provide accurate information to all of our communities and to hear multiple perspectives,” said Jeanne Mariani-Belding, HART’s public information officer who oversees public outreach for the project. “We want to provide residents from all parts of the island the opportunity to share any concerns or questions they may have.”

— SEE “TOWN HALL” ON PAGE 2



HONOLULU ON THE MOVE

OCTOBER 2011

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The Honolulu Rail Transit Project’s QR Code (Quick Response Code) quickly connects individuals with an iPhone or smart phone to the project’s website in a snap with the click of a button.



Contact Us

You can reach us by calling project information at **(808) 566-2299** or by submitting your comments to **www.HonoluluTransit.org**.

Call or email us if you would like to receive an electronic version of this newsletter or would like be removed from our mailing list.

City Center Archaeological Survey Underway



A member of the rail project’s public involvement team connects with a Kalihi resident during a canvassing effort to inform her about the upcoming survey work in her neighborhood.

Crews have begun archaeological fieldwork in the urban Honolulu section of the rail transit route. From Kalihi to Kaka`ako, archaeologists are working to determine whether there are cultural or historical finds in the area, and

if any adjustments need to be made to the project’s design, prior to the start of construction in the area.

Before the work began, staff from the rail project held a community meeting at Farrington High School in Kalihi to provide information and to answer questions about the Archaeological Inventory Survey (AIS). In addition, the project’s Public Involvement team canvassed neighborhoods, going door-to-door to provide residents and business owners with information about the work and to answer any questions they had.

In addition, the project’s planning team has been working with multiple stakeholders, including Native Hawaiian groups, on how to handle culturally sensitive findings, including iwi kūpuna.

The field work will also cause some potential traffic delays and lane closures. Day and evening work will occur at select locations and is expected to continue through the summer of 2012. Trenching work should not take more than six to seven days at any one location. Work will require day and evening lane closures, as well as left-turn lane closures at certain intersections. For the safety of both the work crews and motorists, the public is advised to proceed with caution through these areas. Drivers are asked to anticipate possible traffic delays and consider using alternate routes during work hours.

Royal Contracting Company and Cultural Surveys Hawai`i, Inc. will conduct the fieldwork.

The archaeological survey will aid the project staff members in their design of the elevated rail guideway. The survey work will be completed well in advance of the actual guideway construction in the urban Honolulu area as specified in the rail project’s programmatic agreement relating to cultural and historical resources. Archaeological survey work is required as part of the environmental approval process.

Archaeological Inventory Surveys have been completed for that portion of the rail route between Kapolei and Aloha Stadium. An AIS for the segment between Aloha Stadium and Kalihi should begin shortly, once the permitting process is completed.

For updates on construction work and traffic impact dates and times, visit the project website at **www.HonoluluTransit.org** or contact the 24-hour project hotline at **(808) 566-2299**.



HONOLULU RAIL TRANSIT PROJECT

UPCOMING EVENTS

The Honolulu Authority for Rapid Transportation (HART) will participate in the following events and/or have meetings open to the community. For the most up-to-date information, dates and times on events, visit www.HonoluluTransit.org online.

WEST O`AHU ECONOMIC DEVELOPMENT ASSOCIATION ANNUAL CONFERENCE

Fri., Nov. 4, 2011 | 8:30 a.m. - 2:00 p.m.
HART Information Booth
Aulani, A Disney Resort & Spa
92-1185 Ali`inui Drive, Kapolei

HART BOARD OF DIRECTORS MEETING

Thurs., Nov. 3, 2011 | 10:00 a.m.
Mission Memorial Annex
Conference Room
550 S. King Street, Honolulu

HART FINANCE COMMITTEE MEETING

Thurs., Nov. 10, 2011 | 8:00 a.m.
Mission Memorial Annex
Conference Room
550 S. King Street, Honolulu

HART BOARD OF DIRECTORS MEETING

Thurs., Nov. 17, 2011 | 10:00 a.m.
Mission Memorial Annex
Conference Room
550 S. King Street, Honolulu

* Please note that events are subject to change from this printed document. We post our most current information about events online at www.HonoluluTransit.org.



Town Hall

— CONTINUED FROM PAGE 1



Residents listen to a project update at a town hall meeting in East O`ahu.



Chief Systems Engineer Jurgen Sumann (left) talks with one of the town hall meeting attendees after the session to answer questions.

Rail project staff members prepared a video presentation that provided a brief project history, a current construction status report, and a look at what's ahead for the rail transit project on O`ahu.

Questions centered largely on operational issues, such as parking, transit fares, and security in and near the stations. Other

questions dealt with construction issues, including traffic delays, the start of guideway construction and jobs. There were also questions regarding project costs, including queries regarding the GET tax surcharge revenue, the cost of future extensions and the revenue potential of transit-oriented development.

Several people asked whether parking will be provided. The rail transit system plans include four Park-and-Ride Facilities with 4,100 parking spaces; one in East Kapolei with 900 spaces; one at the University of Hawai`i West O`ahu with one thousand spaces; one at Pearl Highlands with 1,600 spaces; and one at Aloha Stadium with 600 spaces.

Others wondered whether the system will be noisy. Honolulu's system will benefit from the latest advances in transit technology, and will be much quieter than older systems operating

in places such as Chicago and New York. Noise levels from a passing train will be lower than those of a passing city bus. To ensure the trains are as quiet as possible, the system will include a 3-foot high wall on each side of the guideway. In addition, special sound absorbing material and automatic track lubrication devices capable of eliminating wheel squeal on curves will be used.

Still others asked the difference between heavy rail and light rail. While the project has some components of both systems, Honolulu system is a "light metro" rail. It is elevated, safe, and reliable and will encourage greater ridership than a street level light rail system. A light rail system is not necessarily less expensive; more land would need to be acquired for a street-level system than for the elevated system. Additionally, a street-level system would be affected by traffic and accidents, and would travel at about 13 miles an hour. In comparison,



Town hall meeting attendees discuss some of the project's informational displays.

because the elevated system would have its own dedicated guideway, its average speed would be closer to 30 miles per hour, with a top speed of 55 miles per hour.

Many people, anxious for both jobs and a reliable transportation alternative, wanted to know just how soon the project will be built. The transit authority continues to work closely with the Federal Transit Administration (FTA) on the project's financial plan and other project details so that the city can get the green light to move into the final design phase of the project. With the construction limitations surrounding Asia-Pacific Economic Cooperation (APEC) and the holiday season approaching, guideway construction is expected begin early next year.

By 2015, plans call for the segment from Kapolei to Aloha Stadium to be in operation. Two years later the system would be running to Middle Street. And the system is scheduled to be fully operational in 2019.

Bunda

— CONTINUED FROM PAGE 1

represents a long-term, sustainable economic investment for our future," Bunda added.

As a state legislator, Bunda represented the Wahiawa, Haleiwa, Mokuleia and North Shore area for more than 25 years and served as state senate president from 2001 to 2006. He currently serves as a Board of Director with the State Public Land Development Corporation under the State Department of Land and Natural Resources.

"Bunda's expertise will bring an important perspective to the board," said HART Board Vice-Chairman Ivan Lui-Kwan. "Mr. Bunda is a strong addition to the board. His understanding of the budgetary and legislative process and his work in shaping public land use policy will be extremely helpful as we collectively work to bring the rail transit project online."

Bunda currently works as an insurance broker and previously served in the U.S. Air Force and Hawaii Army National Guard. He and his wife, Gail, have three children and still live in Wahiawa.

"Residing in Central O`ahu, I can relate to everyone else living on the West side of the island that has to endure the commute into town everyday. What's personally important to me is that all O`ahu residents will have a choice in using this rail system as an alternative to our congested roads and highways. This is a project I firmly believe in and support."

This article appeared in the October 2011 edition of the Fil-Am Courier.

Community Voices from the Recent Rail Town Hall Meetings

"We developed Kapolei as the second city with the premise that it was going to be a new place of development. We have to provide Kapolei and West O`ahu the support that they need to have access to transit and economic opportunities that don't take them three hours to drive to."



Rebecca Soon
Hawai'i Kai Resident

"I came here 33 years ago and I remember what it was like then. The traffic was moving pretty smooth—now it's like gridlock. So, I think the train is going to be a wonderful thing. This is going to help me, regardless of whether I ride it or not, it's still going to help because there's going to be less cars on the road."



Horace Purifoy
Mililani Resident

"The idea of being able to get on the rail, sit down, read something, maybe take a nap and then be at my job is a breath of fresh air. I just started a new job this last year, and having to commute is such a pain, and I'm looking forward to rail. We needed it 10 years ago, and we definitely need it now."



Michael Goloujuch Jr.
Makakilo Resident

GOT QUESTIONS?

If you have questions about the rail transit project that you would like to see addressed in our newsletter, e-mail them to info@HonoluluTransit.org or call our project hotline at (808) 566-2299.

